

## № 4 967

The consideration of the Constitutional amendment was then proceeded with, and the amendment of Mr. Wilson, heretofore noticed, was rejected.

The amendments of Mr. Sawyer and Mr. Fowler were rejected.

Mr. Fowler offered an amendment looking to the restoration of the exercise of the elective franchise of those who are now excluded by reason of participation in the rebellion, which was rejected by yeas 21, nays 32; those voting in the affirmative being Messrs. Bayard, Barclay, Brewster, Johnson, Buckner, Taylor, Fowler, and others. Harlan, Hendricks, McMillen, and

ton, Patterson, of Tenn., Ramsey, Rice, Robertson, Sawyer, Trumbull, Van Winkle, Vickers and Wilson.

Discussion on the questions involved in the principles of negro suffrage was again resumed and participated in by Messrs. Conness, Doollittle, Morton, Sumner, and Frelinghuysen.

Mr. Morton again addressed the Senate, and discussed the propriety of extending the suffrage to the Chinese who are settled on the Pacific coast, opposing such an idea.

Mr. Williams also advocated the exclusion of the Chinese, whom he described as pagans, and who refuse to assimilate with our institutions. He thought this country had the power to protect itself from these hordes.

Mr. Hendricks said only last summer this Government had paid extraordinary honors to the Chinese Embassadors.

Hon. Mr. Rogers, N. Y. State Senator

the Journal. He said the night sessions had been ordered with the understanding that no business was to be considered but the tax bill. In violation of this understanding business of a varied character had been transacted last evening. He therefore moved to correct the Journal by expunging the record of these proceedings.

The House resumed the consideration of the bill to authorize the construction of a military and postal railroad between this city and New

York, on which Mr. Kerr (Ind.) was entitled to the floor. He said the railroad system of the United States was in some sense an entirety, and therefore constituted an inter-State commercial system. Now, if the doctrine that Congress had the absolute right to regulate this matter, it might sometimes happen that this trade between the States, might be blocked up by Congressional legislation. If these corporations were taken under the control of Congress, of course, they would.

that case the States could neither tax their property nor the income therefrom. He quoted from an opinion of the Chief Justice, Marshall, to show that this opinion was held by him, and also instanced the case of the United States bank. He adverted to the amazing growth of railroads in the United States. This had all occurred without the fostering care of the Federal Gov-

ernment. These railroads were mostly the result of private enterprise. The amount of capital invested in the railroads between this city and New York is \$36,940,000, and with their double track now completed their capacity was unlimited. To show that there was no necessity for the new road he showed that while the annual revenue of the roads between Washington and New York reached \$10,000,000, of

which it was estimated that but one million came from the through travel to New York. There were now three trains run through to New York daily, capable of accommodating 1,200 passengers each way. For an average of two months, it was shown that not more than 250 passengers per day travelled on these through trains, and not more than 100,000 annually. The chief revenue of these roads did

Don't believe it, come from the through travel to New York, but from the populous business towns along the line of the road. There was no necessity for laying new road. The demands of the traveling and business community did not require it. Mr. Kerr then discussed at great length the question of the right of Congress to regulate commerce between the States. He held that the right to regulate it once vested in Congress, never again could be withdrawn.

rights of the States, and it had been so decided repeatedly by the best judges on the bench of the Supreme Court of the United States. Congress could have no control of the turnpikes, canals and railroads of a State. These must be regulated and controlled, so far as legislation was necessary, by the States themselves.

Mr. McCarthy (N. Y.) moved the previous question on the bill and pointing a member

Mr. McCarthy (N. Y.) said this bill proposes to facilitate and cheapen transportation between this city and the great commercial metropolis of the country. He proceeded to argue in favor of the right of Congress to regulate commerce between the States, and denounced

the railroad between Washington and New York as oppressive monopolies. They had not only trampled upon the rights of the people but violated the plainest provisions of the Constitution ever since their existence. They had levied tonnage duties, and laid impost duties, contrary to the Constitution. The remedy was for Congress to incorporate a company with sufficient capital to build a competing road.

Mr. FARR (Md.) said he did not oppose the measure now before the House in the interest of any particular State or any corporation. So far as the Baltimore and Ohio railroad was concerned, the travel between Washington and Baltimore would not be a monopoly long, for it had been authoritatively stated that another road (the Baltimore and Potomac) would be finished by the 1st of January next. The passage of this bill would be the end of the matter.

policy for the indirect control of every mile of railroad in the United States, and of the vast amount of capital invested in railroads. It would transfer the lobbies, the railroad lobbies of thirty-seven States to the corridors of this hall, and members on the floor would be perpetually importuned by these lobbyists. He was opposed to opening the doors for corruption, which these lobbies would set on foot.

The Speaker gave notice that to-morrow, while the electoral vote was being counted, the diplomatic gallery would be reserved exclusively for the members of the Diplomatic Corps and their families, and that the southwest gallery would be reserved for the families of Senators and members.

Mr. Cullion (Ill.) addressed the House in favor of the air line railroad. He said it asked the Government for no money. It simply asked a charter which would protect it from the adverse action of the States through which it would pass. He was not anxious to break down State lines, or to favor a consolidated government, but he protested against the right of any State to stop commerce between the sev-

Mr. Kelley (Pa.) opposed the bill, on the ground that it would encourage the lobby and black-mailing. The bill proposed to build a military railroad. We are not at war now, nor is there any prospect of our being at war. It was impossible to build an air line railroad, as this bill proposed. The great city of Philadelphia would be left far to the west of the world.

Mr. Blair (Mich.) said the scruples of the gentleman from Pennsylvania were not very deep. He thought he could get rid of them with a little effort. It was proposed by this bill to construct a great national highway between the political restraints of the

and its commercial metropolis. The opposition to this measure came from two little, narrow minded, snarling States, which now held railroad monopolies within their borders, and which proposed to keep them at all hazards. Mr. Twichell (Mass.) said Congress undoubtedly held the right to incorporate this railroad, but would it be fair for the Government to make an effort to destroy the other roads be-

between Washington and New York. He sent to the Clerk's desk a statement of the amount of money expended by these roads in improvements alone. He moved that the bill and pending amendments be laid upon the table.

Mr. Wood (N. Y.) demanded the yeas and nays, and they were ordered. The vote resulted, yeas 60, nays 23, so the bill was not laid on the table.

**REUNION OF THE NINTH ARMY CORPS.**—The military and naval officers of the Burnside North Carolina expedition met in New York yesterday, and organized a permanent organization, called the Society of Burnside Expedition and Ninth Army Corps. General Burnside was chosen President; General J. G. Park

retary, and General Louis Richmond, Secretary, and General D. K. Larned, Treasurer. On motion of General Burnside, all honorably discharged soldiers and sailors of the expedition were admitted to membership. The first annual dinner of the society took place at the Fifth Avenue Hotel last night.

blown up twice before. His first wife was killed a week after marriage by a carriage runaway; his third wife fell into a well, and was not found for two weeks. He is the only one living of a family of seven children.

to be a Catholic priest, has been lately going through the Valley of Virginia, robbing and cheating those who believed his false representations. The Catholic priest at Staunton has published him as an impostor, and cautioned the public against him. He calls himself Schmitt or Smith.

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**A** man in Connecticut has invented a four-wheeled velocipede which it is contended, will travel on any ground a mile in two minutes.

None are genuine unless done up  
in a steel engraved wrapper, with fac-simile of my  
signature, and signed  
as H-S E. F. HELMSOLD.